


Memorandum

*Flex your power!
Be energy efficient!*

To: ZACHARY GIFFORD
Associate Environmental Planner
Office of Environmental Analysis

Date: March 16, 2015

File: 04-SOL-84, PM 12.1
0400000343
EA 0G660
Replace Miner Slough
Bridge


From: THOMAS PACKARD
Landscape Associate
Office of Landscape Architecture

Subject: Scenic Resource Evaluation and Visual Impact Assessment

The above referenced project, located on State Route 84 in rural Solano County at PM 12.1, has been reviewed for potential impacts to visual resources. The project proposes to replace the existing swing bridge over Miner Slough, which was built in 1933 and has nonstandard features. The bridge is about 30 miles southwest of Sacramento, CA, 10 miles west of I-5, and 9.5 miles north of SR 12. It connects Ryer Island in the Sacramento River delta to the mainland over Miner Slough. The surrounding land is exclusively agricultural. The landscape in this region is comprised of a patchwork of agricultural fields. Development is very sparse. Annual average daily traffic (AADT) is very low (336 vehicles in 2011).

The project proposes to build a new swing bridge about 100 feet west of the existing bridge. SR 84 would be realigned for a length of about 900 ft. north of Holland Road. The new bridge would have standard features including travel lanes 12 feet wide and shoulders 8 feet wide in each direction. The new bridge would have the same vertical clearance over the slough as the existing bridge. An operator control-house is proposed on the levee about 50 feet from the abutment at the north end of the new bridge, downslope and facing the slough. Additional right of way will be required for the project.

SR 84 in Solano County, including the location of the proposed new bridge, is not part of the State Scenic Highway System. Therefore is not eligible for designation as a State Scenic Highway. The roadway and surrounding land are flat. South of the bridge the highway is routed along the east bank of Miner Slough and follows its meandering course on a levee approximately 10 to 20 feet higher than the slough and cultivated fields that are east of the highway. People who see the bridge are boaters in watercraft on the slough and motorists traveling on SR 84. A narrow band of riparian forest occurs along the banks of the slough. Because of the flat topography and presence of the riparian band, the bridge is not visible from long distances. From the highway it does not come into view until northbound motorists are within approximately 1000 feet and southbound motorists are within approximately 300 feet. A private marina, boat launch, and

campground are located off Holland Road on the north/west bank of Miner Slough approximately 0.75 miles west of the bridge. The bridge is not in view from the marina. Land use throughout the project area is intensely agricultural. There are no other publically accessible viewpoints of the bridge.

The proposed new bridge would be similar, although not identical, in appearance and character to the existing bridge. It would be the same type of structure and be made of the same materials. The new bridge would be wider than the existing bridge and would include a new operator control house. A total of 23 trees would be removed from within the footprint of the project to allow realignment of the highway and accommodate the location of the new bridge. Trees adjacent to the project would not be affected. After the newly realigned section of SR 84 is open to the public, the pavement of the old section would be scarified, removed, and re-vegetated. Holland Road would be paved for approximately 200 feet on either side of new bridge, at which point it would conform to the existing county road. The existing swing bridge would be demolished and removed. Changes to the existing visual setting as a result of the project would be noticeable but not unsightly.

Review of the project site, plans and other information indicate that the project would not result in substantial adverse impacts to the visual environment. The project would not substantially alter the appearance of the highway corridor. Instead, it would be consistent with the visual quality and character of the existing setting. The project would not adversely affect any Designated Scenic Resource as defined by CEQA statues or guidelines, or by Caltrans policy.

c: Susan Lindsay, Branch Chief, Office of Landscape Architecture